



**South Mountain Corridor Study
Citizens Advisory Team Meeting
May 22, 2008
Parking Lot Issues**

The following questions or issues were brought forward as part of the March 18 and April 17, 2008, Citizens Advisory Team (CAT) meetings and designated as “parking lot issues” because the study team needed to conduct research to address the question or issue accordingly. In addition, questions submitted on blue question cards by South Mountain CAT members and the public are answered below. Each comment received on a blue question card is written in this document as submitted. Each “parking lot issue” is addressed by presenting the question asked, followed by the Arizona Department of Transportation’s (ADOT) written response.

This document is divided into two sections. The first section lists those questions that have ADOT responses. The subsequent section contains the questions that will be addressed in a future parking lot issue memorandum.

Questions answered from March 18, 2008, South Mountain CAT meeting

Topic	South Mountain CAT member/public question	ADOT response
Alternative screening	How do the impacts to residences in this area compare to those for the other freeways that have been recently constructed? I suggest that you do a design study before you make a decision whether or not to build this freeway.	The preliminary design used in the environmental analyses is substantive enough to allow for meaningful comparison of impacts by alternatives, yet is conservative in nature, to allow for flexibility in optimizing the final design of infrastructure associated with the freeway (e.g., noise walls and drainage channels). It has been the experience of ADOT right-of-way staff that the acquisition process associated with recent freeway projects, including the Red Mountain Freeway, has experienced very few changes in the total number of property acquisitions due to changes in design between the environmental documentation and the freeway construction.

Topic	South Mountain CAT member/public question	ADOT response
Water resources	How does compensation for lost wells work? Let's say that the well cannot be replaced. How much would ADOT compensate the well owner?	The preferred method for well replacement was presented on slides 47–50 of the March 18, 2008, South Mountain CAT presentation. The well replacement process would vary depending on the specifics of each individual well. Therefore, the intricacies of well replacement or acquisition (amount and duration of compensation) would be negotiated between the owner and ADOT during the acquisition process. The acquisition process would begin after publication of the Record of Decision, if the decision was made to build the freeway.
	How long would the well owner be compensated?	
	Could the Gila River Indian Community (Community) legally refuse to allow ADOT to dump freeway drainage on to Community land?	Without the proposed freeway, water would naturally flow onto Community land and ultimately enter the Gila River. With the proposed freeway, this water would continue to flow onto the Community, but not exactly in the same manner. ADOT and Community staff would work to develop a mutually beneficial drainage solution that minimizes or mitigates impacts to Community land downstream of the freeway.

Question answered from April 17, 2008, South Mountain CAT meeting

Topic	South Mountain CAT member/public question	ADOT response
Traffic Analysis	On slide 59, I have a question regarding the issue of "What if the project were not constructed." The Maricopa Association of Governments has developed a regional plan, which includes the proposed South Mountain Freeway. What are the impacts to the Regional Freeway System if this freeway is not constructed?	<p>Topics associated with the question were discussed during the December 13, 2007, South Mountain CAT presentation. Some notable observations from that presentation include</p> <ol style="list-style-type: none"> 1) Traffic conditions on Interstate 10 from Loop 101 (Agua Fria) in the West Valley to Loop 202 (Santan) near Ahwatukee would be worse without the freeway than with the freeway; 2) Loop 202 (Santan) near Ahwatukee and proposed State Route 801 would carry less traffic without the freeway, which shows that the two freeways would be underutilized and not perform as planned in the <i>Regional Transportation Plan</i>; 3) Without the freeway, the overall east-west capacity of the transportation network would meet only 79 percent of the total demand—with the freeway it would meet an additional 5 percent of the total demand; 4) Additional arterial street operational improvements would occur with the freeway when compared to conditions without the freeway. In summary, the system was designed to work as a "single operating system". By not completing it in its entirety, the system would not operate as intended nor would it operate as efficiently as planned.

There are no unanswered questions requiring an ADOT response.